

## THE TRUNK TRAGEDY.

## Custody of Adsetts Trouble-some.

## Complications Likely.

(From Our Special Correspondent.)

Canton, August 18.

The American cruiser Galveston, whereon Adsetts, the alleged murderer of Miss Gertrude Dayton, at Hongkong, is confined as a prisoner, having been ordered to cruise, the British Consul-General here wired to Wei-hai-wei for a guard for the Consulate goal, so that the suspect could be effectively guarded.

The naval authorities at Wei-hai-wei at once despatched the British gunboat Clio to Chefoo with a guard, but on arrival there it was suddenly announced that the sailing of the Galveston had been countermanded.

In consequence of this it was decided that the British guard was unnecessary and the Clio returned to Wei-hai-wei, Adsetts remaining a prisoner on the Galveston.

Up-to-date nothing has been made known here regarding the probable attitude of America on the question of Adsetts' control, but the American Consul-General is aware that important cables have passed between the U.S. Minister at Peking and Washington.

The belief here is that complications will ensue.

## An Official Wire.

An official telegram was received at the Colonial Secretary's office on Saturday which announced that Adsetts had been handed over to the British Consulate. However, our telegram shows that this announcement was somewhat premature, as Adsetts is still on board the Galveston, and was at the time our telegram left for Hongkong. It would seem, however, that applications for the delivery up of Adsetts have already been made and we may expect important news at any moment now. That complications are expected will only tend to deepen the interest which is still being manifested in this case. It is seldom that the community of Hongkong has been so uniformly stirred as it has been in this instance.

## THE EXTRADITION QUESTION.

A further examination into the question of extradition which has been raised with regard to the return of Adsetts, who is suspected of having committed the murder of Gertrude Dayton, has shown us, on the authority of Sir Francis Piggott (in his volume on Extradition) that the Fugitive Offenders Act does not apply to a foreigner who has taken refuge in China.

It is clearly stated, on page 98 of the volume mentioned, that in the extension of the act the fundamental principle of Consular Jurisdiction requires it to be limited to British subjects. Even then, however, the fugitive would not be surrendered until the expiration of fifteen days from the time of his commitment to prison, and the fugitive has a right during that period to apply for a writ of habeas corpus or like process. For the purposes of allowing for the production of the specially endorsed warrant, which is necessary before the fugitive can be handed over, provision is made for remanding him for one week from time to time, but of course that question does not now apply.

According to what we gather from our telegram published on Saturday the fugitive was arrested under a warrant from the American Consulate at Chefoo and by American policemen, who handed him over to the commander of the Galveston. It is the doubt of extradition from the Galveston which is the burning question of the hour, and upon this subject His Lordship the Chief Justice writes instructively in Part 2 of his work on "Nationality."

The "protection of the flag," Sir Francis points out, does not extend to subjects who are engaged in piracy, that being an offence against the law of nations, in redressing which all nations take their part.

With regard to the amount of protection afforded to a foreigner who has committed a crime on shore and has taken refuge beneath his flag, Sir Francis writes:—"For, whether a ship be absolute territory or not, there could be little doubt that extradition could not be refused to an offender whose safety from arrest depended on the protection which the flag afforded him. The process might perhaps be somewhat cumbersome, but would probably be ultimately successful."

The law, as laid down by Sir Francis, seems quite clear; even the layman can grasp the situation. Applied to the present case it would seem that Adsetts will remain on board the Galveston, or under the "protection of the flag," until such time as the necessary extradition proceedings are concluded and the American Government has agreed to land him over. In the event of the American Government refusing to hand Adsetts over nothing further can be done by the British: Adsetts in all probability would be released, for the Americans have no charge against him, and as long as he remains under the "protection of his flag" he will be safe. The moment that he sets foot on British territory, however, he will be liable to arrest and trial.

On the face of it, it seems extremely probable that Adsetts will be returned to Hongkong, unless, of course, the principle of law, as laid down by the British Divisional Court with regard to Guerin, is adopted by America. The ends of justice may thereby be defeated, though we would emphasize the fact that we have no desire to prejudice the suspected man. Though he is in custody he has not been proven guilty, and all that is required is that he may be brought back to Hongkong to stand his trial.

The enormity of the crime demands that the suspect should be speedily delivered up.

## ADSETTS' FLIGHT FROM SHANGHAI.

News was received by the police last evening that the "Shanghai Mercury" of August 14, that Walter Adsetts, the supposed murderer of Gertrude Dayton at Chefoo yesterday afternoon after a desperate struggle. It appears that the local police had received information on Monday that a man, answering the description of Adsetts, had engaged a passage on the C. M. steamer Hanning, Captain Blochman, which left the Kienchen wharf on Sunday for northern ports. As the vessel had already sailed, the police sent a wire to Chefoo and other northern ports and the capture is the result. The man had evidently disembarked at Chefoo, at which port he was pretty well known, and his description being well known, the arrest followed. Further particulars are now being awaited.

From later information, we learn that Adsetts booked a passage at the C. M. S. N. office by the steamer Hanning, under the name of Fisher. At the last minute, however, he changed his mind and went on board the C. M. steamer Paoing, on board of which he was seen to go by Mr. Ellis, wharfinger of the B. and S. wharf, and Mr. G. Sheehan, L. M. Cusumano, who at once gave the alarm to the police, but when they arrived, the ship had sailed. It seemed that just prior to sailing the Captain of the Paoing had telephoned to the police that he had no passengers, but during his absence, Adsetts slipped aboard.

The jewellery which he was reported to have had in his possession was passed through the Chinese Post office yesterday by a friend of the accused man and shipped to a man in Newchwang by the name of Fuchs.

## THE STREET MURDER.

The five Chinese who were committed for trial for the murder of Lo Pak Cheung, foreman at Watson's soda water factory, were to have taken their stand in the dock at the Supreme Court this morning.

Only three were charged, however—Tam Pin, alias Tam Tak Lau, with murder; Li Su Kai, alias Fui Tsai Kai, and Wen Hoi Chi, with aiding and abetting. The charge against Sit Fu and Hui Tin was dismissed, the Hon. Mr. W. Rees Davis (Attorney General) declining to file an indictment.

The Hon. Dr. Ho Kai, C.M.G., appeared for the accused.

The accused pleaded not guilty and the following jurors were sworn—Messrs W. F. Gardner, S. G. Fenton, W. C. Drew, L. E. Lamert, H. W. Page, J. von Riegen and W. S. Brown.

The Attorney General outlined the case for the Crown, details of which have already appeared.

The further hearing was adjourned until to-morrow.

## SICKNESS COMES WHEN LEAST EXPECTED.

A LITTLE forethought may save you no end of trouble. Anyone who makes it a rule to keep Chamberlain's Colic, Cholera and Diarrhoea Remedy at hand knows this to be a fact. For sale by all chemists and druggists.

## THE DOCK MEETING.

The ordinary half-yearly meeting of shareholders in the Hongkong and Whampoa Dock Company, was held in the Company's offices at noon.

Mr H. P. White was in the chair and there were also present:—The Hon. Mr. H. Kewick, Sir Paul Chater, C.M.G., Messrs A. Fuchs, W. Helms, A. Haupt, D. W. Craddock, G. H. Medhurst, and S. Silverstone (Directors), R. Mitchell (Acting Chief Manager), Thos. L. Ross (Secretary), J. P. Baga, Chao Leep Choo, W. E. Clarke, F. E. Ellis, E. George, J. W. Graham, Ho Fook, W. C. Jack, Lo Cheung Shiu, E. J. Moses, T. Skinner and Mr. P. Smith.

The notice convening the meeting having been read, the Chairman said:—"Gentlemen, it will be observed that we have adopted a slightly different form in stating our accounts for this half year and, as the statement, together with the report, have been in your hands for some days, I will, with your permission, following our usual course, take them as read. The net profit for the half year ending 30th June, 1907, amounted to \$401,390.82, and this amount includes the sum of \$34,850, the difference between the book value of the tug Robert Cooke, and the amount realised under insurance policies. For purpose of comparison, I may mention that our net profit for the six months ending 31st December, 1906, amounted to \$309,696.36, and \$403,256.44 for the corresponding period last year. Including the \$400,933.74, balance brought forward from last account, and deducting directors' and auditors' fees we have available for appropriation the sum of \$791,580.66, and subject to your concurrence, we propose to pay a dividend for the half year of 8% or \$4.00 per share, absorbing \$2,000,000.00, place a further \$100,000.00 to the credit of No. 1 dock extension account and carry forward the balance \$491,580.66 to a new account, and we trust this distribution of profits will meet with your approval. It may be thought by some shareholders that the amount carried forward is unduly large, but I would remind you, gentlemen, that my predecessor in the chair in February, 1905, informed you that we had in view an extension to the boiler shop, and this you will gather from the report is about to be proceeded with. The numerous orders that we have in hand for steam vessels proves the necessity for this extension. It is proposed to enclose the land at the back, the purchase of which was completed last year, and to remove the gate entrances, time offices and sundry out-buildings to the new ground, so as to leave space for the addition to the boiler shop, and we have provided in the additional amount carried forward a sum sufficient to cover this expenditure. The value of material on hand is about the same as in the last account, and you will be pleased to note that the amount due to sundry creditors is smaller by \$484,435.46, though the reduction is partly due to the amount received from the underwriters on account of the Robert Cooke. Under existing circumstances your directors are of opinion that the figures before you may be considered satisfactory. After fully six months' trial of the conversion of the sawmill to electric drive, our sawmill reports that an increased output of 40 per cent. is attained, and it is proposed to install a large frame saw, and to convert a hand-powered crane to electric drive, so that the sawmill may be on a par for efficiency with the other sections of the works. We are now beginning to get the full benefit of the electric power drive as the output approaches the capacity of the plant. The tonnage of British and Foreign men-of-war docked during the past six months shows a falling off, but on the other hand I am pleased to be able to report that the amount of merchant ship tonnage shows a decided improvement, being 475,140 tons—the largest in any half year since 1900—which may be considered a hopeful sign, as this class of work is undoubtedly the backbone of our business. As mentioned in the report, most of the damage caused by the typhoon of last year has been made good, there only remaining a sum of about \$5,000 to be expended to complete the necessary repairs and renewals to piers, etc. You will be pleased to note that a start has been made with the lengthening of the No. 1 dock, so that in due course we shall be able to handle the largest class of vessels coming to Hongkong, and thus materially increase the amount of gross tonnage docked. With the amount already at the credit of the special account, and the sum of \$100,000 which, with your permission, it is proposed to add, your directors are sanguine that the extension will be completed without any call on shareholders being found necessary. Every effort is being made with a view of effecting economies, consistent with thorough efficiency, and in this connection, I would mention that a sub-committee of directors has been appointed and is now inquiring closely into the general working of the company's business, dealing more especially with establishment charges, salaries, stock, and our buying agencies. The recommendations of the committee will be submitted to and dealt with by the full board in due course. In the month of May, Mr. Wilson, lately Acting Chief Manager, went home on leave and Mr. R. Mitchell was appointed in his place. Gentlemen, with nothing further to remark, before moving the adoption of the report and accounts, I shall be pleased to answer any questions you may wish to put."

There being no questions the Chairman moved the adoption of the report and statement of accounts as presented. Mr. W. E. Clarke seconded and the motion was carried.

The Chairman:—"That is all the business, gentlemen; thank you for your attendance. Dividend warrants will be ready to-morrow."

The weather was favourable for the Hongkong Volunteer Troop Gymkhana on Saturday afternoon, though perhaps a trifle warmer than was agreeable to the spectators and contestants. The attendance was large, ladies in particular being well represented: His Excellency Sir Frederick Lugard, Lady Lugard and party, Sir Francis Piggott (Chief Justice), Sir Henry Berkeley, K.C., Hon. Mr. F. H. May (Colonial Secretary), His Excellency Major General Broadwood, C.B., and the Hon. Mr. W. Rees Davis (Attorney General) were also among the present.

On the whole the events were keenly contested, and the Gymkhana will rank as the most successful yet held by the Volunteer Troop. Trooper W. S. Dupree proved himself the most adept at the various events and came out with the best aggregate; Trooper R. F. C. Master was second; Trooper G. K. Hall Brutton was third; Trooper T. C. Vernon, fourth; and Troop Sergeant-Major G. C. Moxon, fifth.

The opening event was lemon cutting with swords. Competitors, who were mounted, commenced with their swords at the slope, then while galloping to the posts from which the lemons were suspended, came to the engage and then assault. The cuts, one and two, had to be made on the right, then slope swords and return. Each competitor was allowed two runs, the best then to have an extra run.

Trooper T. C. Vernon won from Trooper R. F. C. Master, with Trooper W. S. Dupree third.

In heads and posts, where competitors started at the slope, then engage and assault, the first cut was on the right, then point on the left cut two and four on the right and point four on the left. Similar conditions applied as in lemon cutting and the judges singled out Trooper H. W. Leaker, Trooper F. C. Hall and Troop Sergeant-Major G. C. Moxon for first, second and third places respectively.

The tent pegging by half sections resulted in good competition. The ponies came along at a good pace and dexterity was shown in the pegging by the riders. No doubt the practice gained in the Gymkhana Club's tent pegging events is responsible for the improvement shown in this respect. Troopers R. F. C. Master and W. S. Dupree won, with Troop Sergeant-Major G. C. Moxon and Trooper L. N. Leefe second, and Troopers A. G. Roberts and A. C. Hynes third.

The led pony race had its laughable features, for some of the led ponies evinced a disposition to explore other portions of the ground instead of following by the side of the other pony. The course was shaped like the figure eight. Trooper Master, leading Trooper Vernon's pony won from Trooper Dupree (with Lieut. Ross' pony) and Trooper Hall was third.

A miniature battle display was given in the "Victoria Obstacle" race, in which the competitors had to ride to the rescue of comrades prone on the ground, under fire of an imaginary enemy. In order to make the event as difficult as possible Chinese crackers were brought into requisition and the China ponies plainly showed their dislike to the puffs of smoke and the powder fumes. Trooper Hall made an excellent start, getting first away from the scene of carnage, but Trooper Dupree came along fast in pursuit and the galloped past the winning post level, while Trooper Master was not far behind, third. Some of the dummies representing the wounded men received a severe handling, which made many of the spectators thankful that wounded men were not there in reality; some at least would certainly have preferred to be left on the field than to be so vigorously rescued.

The conditions of the Ladies' Nomination race were—Ladies, to stand in a line near the grand stand, competitors to gallop to a tethering post, remove bridle from pony and tie pony up with the head rope. Carrying the bridle, competitors to run to their nominator, to whom each one handed his tunic, with the buttons and chain straps off. Ladies were to assist the nominator, and assist their nominees to put the tunic on again. Then competitors returned to pony, replaced bridle and galloped to the winning post. The ladies proved adept at putting on the trooper's buttons, except one or two, and Troop Sergeant-Major Moxon was first dressed. However, Trooper Dupree was mounted first, but he was disqualified, and Trooper E. Howard (nominated by Mrs. Bellish) won, with Trooper H. B. L. Dowbiggin (nominated by Mrs. Ormiston) second, and Troop Sergeant-Major Moxon (nominated by Mrs. Moxon) third.

Troopers Master and Dupree won the running and leading race comfortably from Troopers Hall and Moxon, with Troopers Howard and Dowbiggin third.

The message race was a test of the capabilities of the troopers as despatch riders. To half the competitors the message was read out, and they then rejoined their partners to whom they communicated the message. The latter, after firing two rounds of ammunition, doubled to the table and wrote the message, handed it in, and then rejoined his partner, both of whom galloped to the finishing post. The message was as follows:—

"Ride to the Volunteer Camp near Ho Sheung Hoang; tell him, the Officer commanding the Troop, to occupy without delay the blockhouse at Kong Tau Ho and the police station at Shataukok placing six men and a N.C.O. in charge of each place with 200 rounds of ammunition per man and three days' rations. With the balance of his troop he is to patrol the telephone

## SPORTING.

## The Troop Gymkhana.

## A SUCCESSFUL FUNCTION.

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lines between the blockhouse and Sheung Shui and Shataukok and Fanlin, doing his utmost to prevent these lines from interference on the part of the natives."

Some of the results were rather wide of the mark, even the winner's not being exact.

The Balclutha Mole was the final event. The objects of the competition was for those wearing blue cockades to knock off the red cockades and vice versa. The mole was fast and furious but the Blues met with disaster as the Reds kept well together and thus protected their bank.

The teams were:—

Reds: Troop Sergeant-Major G. C. Moxon (leader), Sergt. G. K. Hall Brutton, Troopers C. H. Blusson, H. L. Dowbiggin, H. W. Leaker, R. F. C. Master, G. E. Morrell, P. C. Potts, A. G. Roberts, T. C. Vernon, A. J. Williams.

Blues: Lieut. C. H. Ross (leader), Troopers E. Buxton Forman, W. S. Dupree, F. C. Hall, E. A. Hankey, E. Howard, A. Morley, R. G. Munro, A. C. Hynes, L. N. Leefe, J. Paterson.

At the conclusion of the gymkhana the prizes were presented to the winners by Lady Lugard, who performed her task gracefully, and thanked the Troop for the hearty cheers they raised on her behalf at the conclusion.

## Lawn Bowls.

## CIVIL SERVICE BEATEN.

The Lawn Bowls match between the Civil Service and Kowloon, played on the former's greens at the Valley, resulted in a somewhat unexpected win for the visitors by eight points. A surprise was created by Milroy's rink downing Fincher's quartette by 30 points to 9, but this was almost equalised by the breakdown of Russell's rink, who were beaten by 20 to 12. The best contested match was that between Henderson's and Wheel's rinks there being only one point between them at the finish. The "press" rink beat Brett's by 23 to 19. The match was an enjoyable one though play was not up to the high standard expected from these clubs. The scores were:—

Kowloon.	Civil Service.
W. J. Crawford	J. Coles
G. R. Hunter	Thorhill
C. B. Edwards	C. Bond
A. A. Milroy (skip) 30	W. Fincher (skip) 9
J. C. Gey	P. R. Adams
T. Neave	M. Maltre
A. Ramsay	A. Bloney
T. Patrio (skip) 23	L. E. Brett (skip) 19
D. Harvey	B. Palmer
A. Nicholson	G. Biddock
W. Hutchison	R. Fenton
W. Russell (skip) 12	W. H. Kelly (skip) 30
T. Skinner	H. Parkinson
W. Taylor	C. W. Brett
R. H. Baxter	R. Duncan
J. M. Henderson (skip) 19	J. A. Wheel (skip) 18
	84
	76

Cheers for the winners were given. After the match Mr L. E. Brett made an appropriate reference to the late Mr. W. Ramsay who had been a regular player in these matches since the beginning and whose cheerful presence one and all had missed that day.

Sergeant R. Fenton, of the Civil Service team, was presented with two handsome silver vases as winner of the singles' handicap, the prize having been given by Mr J. M. Irving.

This was the signal for more cheers.

## Swimming.

A two lengths' handicap, team race and Water Polo match will be contested at the V. R. C. tomorrow afternoon at 5.30.

## Water Polo.

THE CORINTHIANS AGAIN BEATEN.—The postponed match between the Corinthian Yacht Club and the 87th Company, V.R.C., took place on Saturday afternoon at the V.R.C., and after a keenly contested game resulted in a win for the Artillerymen by two goals to one. The teams were:—

87th COMPANY: Goal, Gunner Rodwell; backs, Gunners Bloomfield and Fleetwood; half, Gunner Ward; forwards, Gunners Greenwood, Carter and Donoghue.

CORINTHIANS: Goal, J. Forbes; backs, C. Humphreys and O. R. Chanuy; half, E. Humphreys; forwards, J. Miller, C. J. Cooke and R. C. Wittich.

Wittich got the ball from the throw-in and passed back to E. Humphreys, who returned the pass as soon as Wittich had gone a few yards. From the scramble Bloomfield sent the ball clear, but C. Humphreys returned up to Cooke and the latter shot at goal, going over the bar. The Corinthians had opened well, their superior speed giving them an advantage, but the gunners kept to them closely and after the first minute the Artillery began to press, a long shot from Fleetwood being saved. Two shots by Wittich failed to score, but finally from a pass by Cooke the first goal was gained. Wittich throwing in from the side, Rodwell just touched the ball and it struck the posts bounding into goal. There was great cheering at the success of the Corinthians. Then alternately both sides had shots at goal without result, and the first half ended with the score one to nil in favour of the Corinthians, who had had slightly the better of the game.

In the second spell the Corinthians opened the attack, two shots by Cooke being successfully blocked. Then from loose play on the eastern side the ball was passed to Ward, who was several yards clear of Humphreys. For a second or two Ward seemed undecided whether to pass or try a long shot. He chose the latter and beat Forbes, the ball going into goal very cleanly. The applause was deafening. Fairly soon play followed, then Cooke got away on the western wing

and tried a shot which Rodwell barely saved. There was a rush for the ball and in a scramble in front of the goal the ball went in. The whistle was blown and the white flag hoisted by the referee, indicating a free throw to the gunners. The supporters of the Corinthians signalled their dissent from the referee's action by roars of condemnation, but Mr Henderson was firm and was not to be intimidated. Millar, he afterwards explained, had swum over Fleetwood in going for the ball, thereby creating a foul and it was for this foul the whistle was blown. It was an extremely unfortunate occurrence, but the referee was the only person who could decide. He ruled it was a foul and therefore the goal for the ball went right in—did not count. As may be imagined the Corinthians were very much disappointed. Shortly after this Ward, who had again got clear of E. Humphreys, tried another long shot. Forbes jumped up to save, the ball struck his hand, glancing off into the net and bounced out again.

The linesman (Mr F. A. Bilen) held the flag to show the ball had gone in and the goal was given, though there were several of the spectators who were of opinion that the ball had not gone right in. However, the referee had nothing to do, in the face of the linesman's decision, but award the goal, which he did and this placed the Artillery ahead by two goals to one. There was no further scoring.

The match gave rise to a great deal of comment, and allegations of unfair treatment were numerous. It was certainly hard luck for the Corinthians that a foul was given against Miller which lost the team a goal, but had the goal been given the result would have been a draw, two goals all. This would more correctly have indicated the respective strength of the teams.

As the result of this match the Artillery and the V.R.C. "A" team level the top of the table, with the Royal Hongkong Yacht Club one point below and the Corinthians fourth. The Artillery and the V.R.C. "A" team have each to meet the Royal Hongkong Yacht Club, both of which matches will be watched with keen interest. If both the leading teams defeat the Royals they will have to play off for the Shield.

## THE NEW ATTORNEY GENERAL.

Welcomed by the Chief Justice.

Before the opening of the August Court of Criminal Sessions this morning His Lordship the Chief Justice (Sir Francis Piggott) extended a welcome to the Hon. Mr. W. Rees Davis, who appeared for the first time in Court as Attorney General of Hongkong. His Honour Mr. A. G. Wise (Puisne Judge) was also on the Bench.

Mr Attorney, said His Lordship, owing to circumstances over which the Court has had no control this is the first opportunity which we have had of welcoming you to the Colony officially. The delay will have had this advantage that I am sure you will believe the words of welcome are not formal, but are personal and most cordial. We desire to formally wish you a very useful visit and prosperous career amongst us here.

The Attorney-General expressed his cordial thanks for the kindly welcome he had received. He was called to the bar at the Inner Temple in 1887 and his lines had fallen in pleasant places. The present was the third legal office he had held, during nine years; the first in the salubrious atmosphere of the Bahamas; the second in the enchanted isle of Cyprus, where three languages controlled the work of the Court; and now he had the honour to be appointed to the office of Attorney General in Hongkong, which exceeded in its natural beauty of surroundings one's highest expectations. He realised he was succeeding a roll of distinguished predecessors and he would use his best endeavours to follow in their example and obtain the best wishes of the bar. He also recognised the great necessity of cordial co-operation between the Bench and the Bar—which had always existed in the past—and His Lordship might rest assured, continued Mr Davis, that with the cordial co-operation of the learned members of the Bar he would do his utmost to maintain that co-operation with the Bench.

## WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory:—

On the 19th at 11.55 a.—The barometer has fallen slightly at all stations.

Pressure is highest and a little above the normal over S. Japan. It is in defect elsewhere, particularly over Luzon, where the departure from the average is about 0.15 inch.

The trough of low pressure appears to be lying in about 18° Lat., and to extend across the China Sea and the Pacific to the E. of Luzon.

Moderate N.E. winds are likely to prevail in the Formosa Channel, and along the Northern shores of the China Sea, use, people have learned that it is the one remedy that never fails. When reduced with water and sweetened it is pleasant to take. Sold by all chemists and druggists.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

- 1.—Hongkong and Neighbourhood: N. E. winds, moderate; fair to showery.
- 2.—Formosa Channel: Same as No. 1.
- 3.—South coast of China between Hongkong and Liancocks: Same as No. 1.
- 4.—South coast of China between Hongkong and Hainan: Same as No. 1.

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

There is probably no medicine made that is relied upon with more implicit confidence than Chamberlain's Colic, Cholera and Diarrhoea Remedy. During the third of a century in which it has been in use, people have learned that it is the one remedy that never fails. When reduced with water and sweetened it is pleasant to take. Sold by all chemists and druggists.

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## A LONG-FELT WANT SUPPLIED.



## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

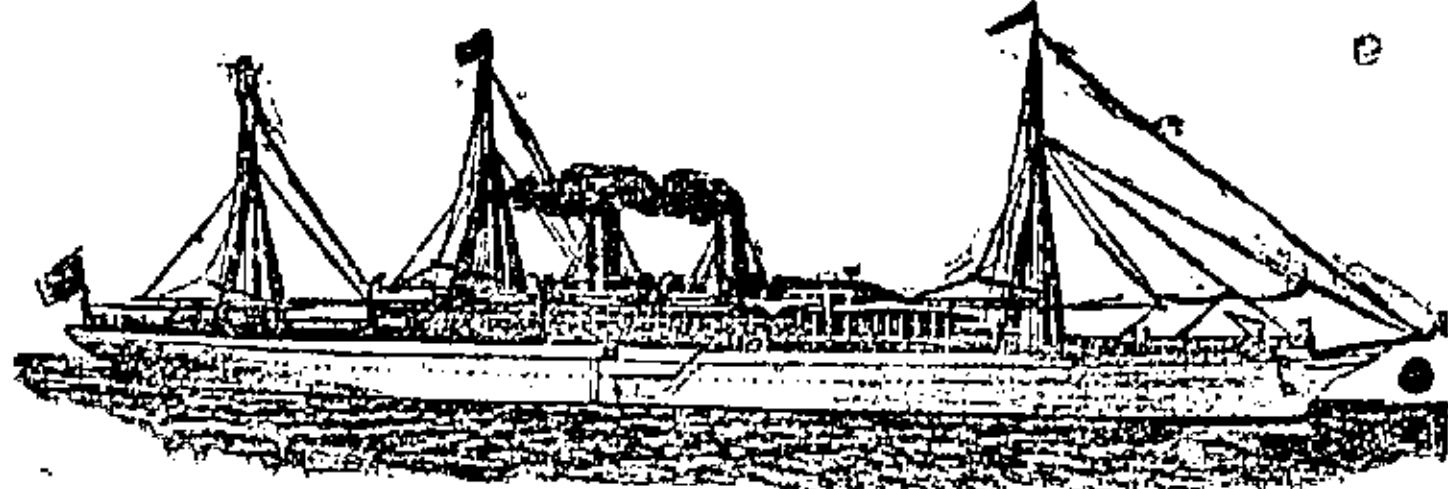
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	WEATHER	TO SAIL ON	REMARKS
SPANGHAI	MALTA	Aug. 22nd	Freight and Passage.
LONDON, via Usual Ports	ARCADIA	Aug. 24th	See Special Advertisements.
MARSEILLE, LONDON	SUNDA	Aug. 28th	Freight and Passage.
AND ANTWERP	Capt. G.M. MONTGOMERY	Aug. 28th	Freight and Passage.
SHANGHAI, MOJI, KOBE	MANILA	Aug. 30th	Freight and Passage.
AND YOKOHAMA	Capt. F.E. ANDREWS	Aug. 30th	Freight and Passage.

P. &amp; O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific to the "EMPERESS LINE." SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS VICTORIA to VANCOUVER.

DESTINATIONS	STEAMERS	TO SAIL ON	REMARKS
EMPERESS OF JAPAN	6000 TONS	THURSDAY, Aug. 22nd	Sept. 18.
EMPERESS OF CHINA	4425 TONS	WEDNESDAY, Sept. 11th	Oct. 5.
EMPERESS OF INDIA	6000 TONS	THURSDAY, Sept. 28th	Oct. 14.
EMPERESS OF AUSTRALIA	6000 TONS	THURSDAY, Oct. 24th	Nov. 11.
EMPERESS OF AFRICA	6163 TONS	WEDNESDAY, Nov. 6th	Nov. 30.

THE JAPANESE ROUTE TO CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial "EMPERESS" Steamships, 14,000 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to:—

General Traffic Agent for China, P. & O. S. N. Co., Ltd., 100, Queen's Road Central, Hongkong.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TO SAIL ON	REMARKS
MARSEILLES, LONDON	SADO MARU, Tons 6227	WEDNESDAY, 21st Aug., at Daylight.	
AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	BINGO MARU, Tons 6247	WEDNESDAY, 4th Sept., at Daylight.	
VICTORIA, B.C., AND SEATTLE, WASH., VIA SHANGHAI, MOJI, KOBE & YOKOHAMA.	SHINANO MARU, Tons 6388	TUESDAY, 20th Aug., at Daylight.	
	TANGO MARU, Tons 7493	TUESDAY, 3rd Sept., at Daylight.	
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KUMANO MARU, Tons 6076	FRIDAY, 6th Sept., at Noon.	
	YAWATA MARU, Tons 3817	FRIDAY, 4th Oct., at Noon.	
BOMBAY, VIA SINGAPORE AND COLOMBO.	KAGOSHIMA MARU, Tons 4475	WEDNESDAY, 21st Aug., at Daylight.	
KOBE AND YOKOHAMA.	SANUKI MARU, Tons 6112	SATURDAY, 24th Aug., at Daylight.	

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship MINNESOTA.

25,000 TONS  
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA,' Captain C. F. AUSTIN, On SATURDAY, 10th October, at Noon.

† Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

† LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nurses, Laundry, Telephone, &c.

† Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

† For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

† For full information regarding freight or passage apply to

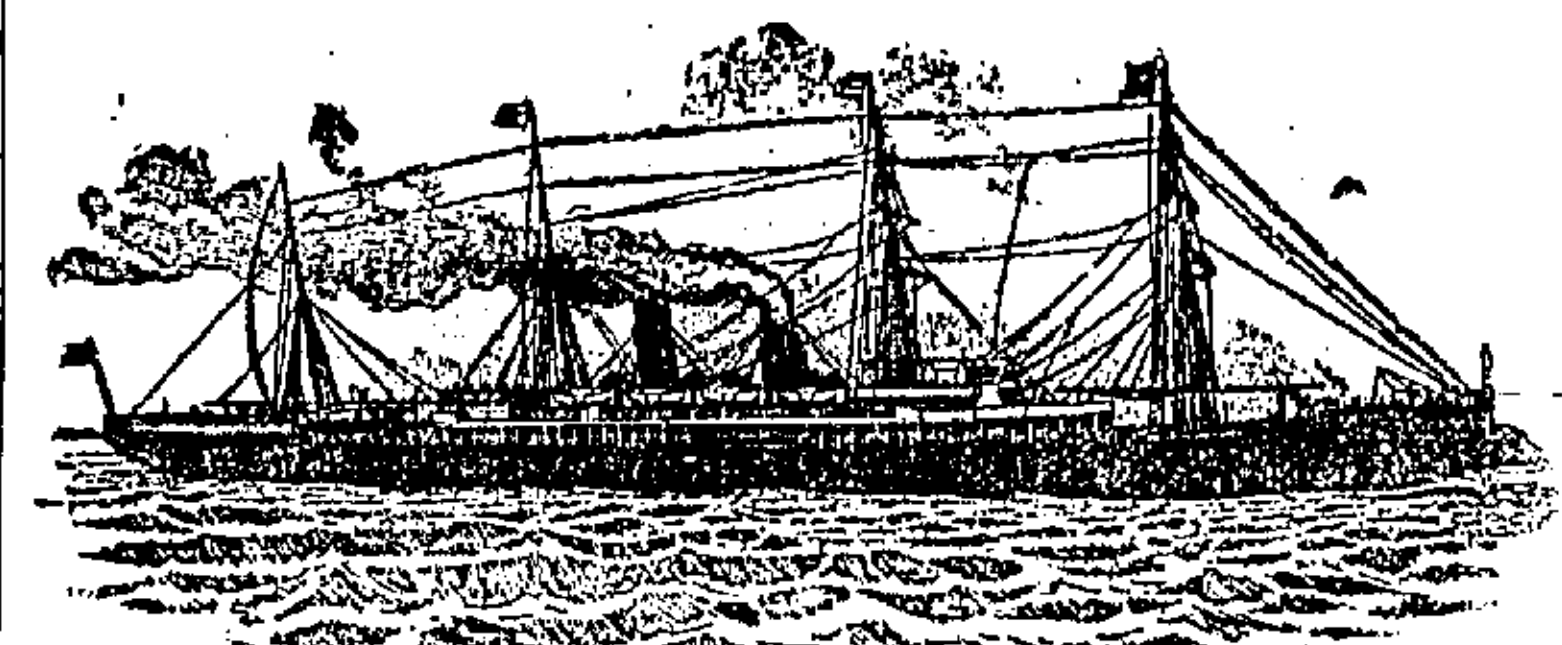
NIPPON YUSEN KAISHA, Agents.

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TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



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Only line taking the warm Southern Route across the Pacific, via Honolulu, OAHU, the most fertile and beautiful island of the Pacific.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES, 1907.
AMERICA MARU, 11,000 TONS	SATURDAY, 24th Aug., at Noon.
SIBERIA, 18,000 TONS	SATURDAY, 31st Aug., at Noon.
CHINA, 10,200 TONS	SATURDAY, 7th Sept., at Noon.
MANCHURIA, 27,000 TONS	SATURDAY, 14th Sept., at Noon.
NIPPON MARU, 11,000 TONS	SATURDAY, 21st Sept., at Noon.
PERIA, 9,000 TONS	TUESDAY, 1st Oct., at Noon.
HONGKONG MARU, 11,000 TONS	FRIDAY, 11th Oct., at Noon.
KOREA, 18,000 TONS	SATURDAY, 19th Oct., at Noon.
Twin Screws.	FRIDAY, 1st Nov., at Noon.

RECORD FAST TRIPS.  
Yokohama to San Francisco, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 24th August, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

## PORTLAND &amp; ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, to PORTLAND, OREGON, KURE, MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
ALESIA	5167	JOHN ERNEST	Sept. 4, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Western, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

## CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
MANILA	TEAN	August 20, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	TAIWAN	August 21, at Noon.
SWATOW & SHANGHAI	PAKHOI	August 26, at 4 p.m.
YOKOHAMA AND KOBE	CHINOTO	Sept. 10, at 4 p.m.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Lights. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports. † Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED JALON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon, staterooms, Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Date
RUBI	2540	R. W. Almond	Manila	Saturday, Aug. 24.
ZAFIRO	2540	A. Fraser	Manila	Saturday, Aug. 31.

For Freight or Passage, apply to

Shewan, Tomes &amp; Co., General Managers.

## HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

STEAMSHIP	TO SAIL
S.S. ABERLOUR	23rd August

For Freight and further information, apply to

SHEWAN, TOMES &amp; CO., General Agents.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	KWONGSANG	TUESDAY, Aug. 20, at 4 p.m.
SANDAKAN, via JELUTONG, MAUSANG	MAUSANG	WEDNESDAY, Aug. 21, at 4 p.m.
MOJI	CHUNSAUNG	THURSDAY, Aug. 22, at 4 p.m.
MANILA	YUENSANG	FRIDAY, Aug. 23, at 4 p.m.

## REDUCED FARES TO STRAITS &amp; CALCUTTA.

Hongkong to Singapore 1st-Class Single	Return
Penang	100
Calcutta	150
	250

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chafco, Tientsin, Newchwang, and Yangtze Ports.

† Taking Cargo on through Bills of Lading to Kudat, Lahad, Datin, Simporna, Tawau, Uluken, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., Ltd., General Managers.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTH AMPTON, ANTWERP AND BREMEN.	PRINZ REGENT LUITPOLD	WEDNESDAY, 28th August, at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.	PRINZ HEINRICH	About WEDNESDAY, 28th August.
MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE.	PRINZ SIGISMUND	THURSDAY, 12th Sept., at Noon.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	FRIDAY, 23rd August, at Noon.
KUDAT AND SANDAKAN	BORNEO	SATURDAY, 31st August, at 9 a.m.

For further Particulars, apply to

Norddeutscher Lloyd, MELOCHERS &amp; CO., General Agents, Hongkong &amp; China.

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

## REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Kobe and Yokohama).

With Option to Call at Mexico and other Coast Ports.

THE GLENFARG, 3600 tons.

Will be despatched for Callao Iquique, via Japan Ports (Kobe and Yokohama), Middle of August, 1907. Passengers only.

Steamers Tons To Sail

KASATO MARU, 810 Tons End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, York Building.

Hongkong, April 15, 1907. 621

## SOUTH AFRICAN LINE OF STEAMERS.

## FOR DURBAN.

THE Steamship HELIOPOLIS.

Captain MARVIN, will be despatched as above on or about TUESDAY, the 20th August.

For Freight, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, July 25, 1907. 1211

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to Rio de Janeiro, Santos, Bahia, Valparaiso, Valparaiso and ADRATICO Ports).

THE Company's Steamship AUSTRIA.

Captain BLAUER, will be despatched as above on or about FRIDAY, the 30th August.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to

SANDER, WHEELER &amp; CO., Agents.

Hongkong, July 30, 1907. 1238

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

## via PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG, STEAMERS. TO SAIL 1907

NOR NEW YORK.

SATSUMA 7th September.

FOR BOSTON & NEW YORK.

GHAEZE 14th September.

For Freight and further information, apply to

DODWELL &amp; CO., LTD., Agents.

Hongkong, August 10, 1907. 1306

## Shipping.

## FOR VLADIVOSTOK.

THE Steamship VINE BRANCH, will be despatched as above on or about TUESDAY, the 10th September.

For Freight and further particulars, apply to

DODWELL &amp; CO., LTD., Agents.

Hongkong, August 3, 1907. 1274

## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EASTERN.

Captain MOARHUS, will be despatched as above on SATURDAY, the 31st inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, August 7, 1907. 1289

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EVAN ORMISTON,  
Manager.

Hongkong, May 1, 1907.

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MANAGER:—GEORGE MUNRO.

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 The Bank grants drafts and telegraphic transfers and conducts every description of

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On Fixed Deposits for 12 months 5 per cent

G. C. MOXON,  
Managing Director.  
Hongkong, September 28, 1908. 8

PEAK TRAMWAYS COMPANY  
LIMITED.  
—  
TIME TABLE

WEEK DAYS.

7.00 a.m. to 7.30 a.m....	Every 30 minutes
7.30 a.m. to 9.30 a.m....	Every 10 minutes
9.30 a.m. to 11.00 a.m....	Every 15 minutes

11.30 a.m. to 12.45 p.m...Every 15 minutes  
12.45 p.m. to 1.15 p.m...Every 10 minutes  
1.15 p.m. to 1.45 p.m...Every 15 minutes  
1.45 p.m. to 2.15 p.m...Every 10 minutes  
2.15 p.m. to 3.00 p.m...Every 15 minutes

3.30 p.m. to 5.00 p.m...Every 15 minutes  
5.00 p.m. to 8.00 p.m...Every 10 minutes  
**NIGHT CARE.**  
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

**SUNDAYS.**  
8.00 a.m. to 9.00 a.m...Every 15 minute  
9.00 a.m. to 9.30 a.m...Every 30 minute  
9.30 a.m. to 10.30 a.m...Every 15 minute  
10.30 a.m. to 11.00 a.m...Every 10 minute

11.45 a.m. to 12 Noon...Every 10 minutes  
12.00 Noon to 1.00 p.m...Every 10 minutes  
1.00 p.m. to 5.00 p.m...Every 15 minutes  
5.00 p.m. to 6.00 p.m...Every 10 minutes  
6.00 p.m. to 7.00 p.m...Every 15 minutes  
7.00 p.m. to 8.00 p.m...Every 10 minutes

**NIGHT CARS** as on Week Days  
SATURDAYS.  
Extra Cars at 11.30 and 11.45 p.m.  
**SPECIAL CARS** by Arrangement at the  
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JOHN D. HUMPHREYS & SON,  
- General Managers. 19

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